I-5 Everett HOV Lanes Project Limits

Composite

WE WANT TO HEAR WHAT YOU THINK...

I-5 Everett HOV Lanes Project

OPEN HOUSE

3201 Smith Avenue • Everett • WA November 12, 2002 • 5 pm - 8 pm **Everett Station - 4th Floor**

Drop by anytime and talk one-on-one with project staff about plans to construct

- · HIGH OCCUPANCY VEHICLE (HOV) LANES ·
- NOISEWALLS .
- **ADDITIONAL MERGING LANES**
- CHANGEABLE MESSAGE SIGNS •
- TRAFFIC CAMERAS •
- HIGHWAY ADVISORY RADIO

Everett Station is accessible to all persons with physical disabilities other reasonable accommodations by contacting Victoria Tobin request written materials in alternative formats, sign language interpreters, physical accessibility accommodation, or at WSDOT (206)440-4699 on or before 11-5-02 Individuals requiring accommodation may

WSDOT assures full compliance with the Title VI of the Civil Rights 1987 and related statutes in all programs and activities. For more information call the WSDOT Office of Equal Act of 1964, the Civil Rights Restoration Act of Opportunity at (360)705-7095.

WE WANT TO ANSWER YOUR QUESTIONS...

Website

The I-5 Everett HOV Project website is the best place to get up-to-date and detailed Project information. Log onto http://www.wsdot.wa.gov/projects/sr526us2hov

Project Manager

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Washington State
Department of Transportation

|-5 Everett Lanes

Planning & Construction

Planned improvements for I-5 through Everett at the SR 526 (Boeing Freeway) Interchange a variety of safety improvements for the stret for the construction of high occupancy vehic The Washington State Department of Transpor to the US 2 Interchange Vicinity. and continuing through tch of freeway starting tation has begun planning le (HOV) lanes as well as include constructing:

- Northbound and southbound HOV lanes interchange vicinity and connecting with (Boeing Freeway) Interchange, continuting through to the US 2 the existing HOV lanes starting at the SR 526
- New lanes for vehicles entering and exiting ramp. The new lanes will increase safety northbound between the 41st Street onbetween the US 2 on-ramp and the Broa ramp and the US 2 offand improve access. lway on-ramp and the freeway southbound
- New northbound right-hand exit to Broad reserved for HOV traffic only. The existing left-hand off-ramp to Broadway will be modified and lway for all traffic.

traveler information systems by installing changeable message on-ramps along the corridor. signs, traffic cameras and a highway advisory The I-5 Everett HOV Lanes Project will also u transmitter. Ramp metering is also being considered for selected ograde the corridor's radio (HAR)

current overall project cost is estimated at \$230 million. based on the current revenue. The proposed new revenue and construction are not funded in the proposed budget documentation effort. The design, right-of-wi package includes the funding for those phas This project is funded for the pre-design and <u>environmenta</u> ay acquisition









Overview

2002-2007

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 Transportation analysis of I-5: SR 526 to US 2

 Conduct environmental studies including air, noise, water and drainage, biological and wetland reviews

 Host an open house (November 12, 5-8 pm, Everett Station) to present findings to the public

2003-2004

 Prepare and submit environmental assessment document and secure environmental approvals

· Complete roadway designs, specifications and estimates

 Develop right-of-way plans and begin looking for property to install drainage ponds and water treatment facilities

• Purchase area to house new storm water treatment facility

 Advertise and award construction contract

2004-2007

Construct project

Assumes project will be constructed using "design-build"

I-5 is one of our region's most congested highway HOV lanes deliver immediate and long-

transit. HOV lanes provide benefits for commuters

There is currently an array of difficult on and off-Increasing Safety is One of the Project's Top by fulfilling the vision of moving more PEOPLE, not just more cars.

expand I-5 at a rate that will allow us to keep up

simply do not have enough space or money to

and that congestion is only going to get worse. We

standard 10 foot shoulders, giving motorists an area freeway will make traveling on I-5 easier and safer. The I-5 Everett HOV Lanes project will also construct ramp connections in this section of freeway. Adding new lanes for vehicles exiting and entering the

Environmental Protection in Planning Stages

general-purpose lanes during peak hours. As

on Interstate 5 in north Seattle carry more than twice

ourpose lane of traffic. Right now, the carpool lanes HOV lanes carry far more people than a general-

as many people per lane as each of the adjacent

many immediate benefits. When traffic is congested

only represent planning for the future, they provide with predicted increases in traffic. HOV lanes not

time savings and trip reliability that HOV lanes

more people will choose to carpool, vanpool and congestion increases, it is expected that more and

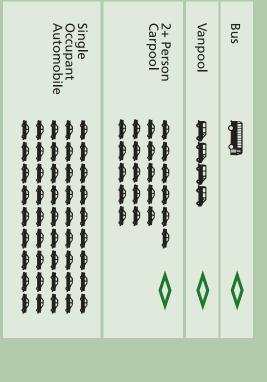
with Federal and State agencies, the City of Everett, WSDOT is committed to protecting and improving

> impacts special attention will be given to issu to reduce, mitigate and avoid potential environmental document will address and describe the commitments relating to storm water, wetlands and noise. surrounding area. While the project's environm nental

Water Quality

collected and treated to remove pollution. WSDOT is investigating potential sites, but none have and owned by WSDOT. Currently the project WSDOT right-of-way, collecting and treating as currently there are six miles of untreated highway should significantly improve the area's water quality, plans to construct drainage the highway run-off in the project area will As part of the I-5 roadway construction can take place within existing runoff. Although it's anticipated that all of the collection system. This storm water treatment upgrade redesign the existing storm water and drainage Everett HOV Lanes Project, requires more space than facilities as well as all of large team way S.

needed to carry 45 people **Number of vehicles**



the project area. These areas include: are feasible and reasonable at several locations along Initial Project studies have indicated that noise barriers

West of I-5 between approximately:

75th Street and Lowell Road

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- Everett Avenue and 23rd Street
- 23rd Street and Marine View Drive
- Starting north of the SR 526 interchange and ending at approximately 75th Street

Running between the proposed Broadway off-

Because successful noise walls not only block sound ramp and Cascade View Drive.

construction. These meetings are planned for Spring work, and where they are most effective, log onto For more information about noise barriers, how they 2003 and are contingent on funding. residents most directly affected by noise wall obstructed and to obtain permission from those would look like, what views could potentially be be held to describe in detail what the noise wall noise walls, individual neighborhood meetings will support. For those neighborhoods that qualify for constructed only after securing adjacent community but can also block views, noise walls would be

www.fhwa.dot.gov/environment/keepdown.htm

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